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After thorough discussions the following was concluded:

1. The introduction of the dispatcher system necessitates a change of RBD districts.¹ The existing boundaries of the districts of railroad offices and headquarters were drawn up on the basis of geographical points of view and hinder a concentration of the administration of individual lines.
2. The lines within the regional railroad districts should be assigned to the individual railroad offices in such a way that they will guarantee a smooth execution of the new Soviet dispatcher system.
3. The railroad headquarters are ordered to make the necessary alterations of boundaries of sub-districts in time for the 1955 plans. The number of sub-districts should be decreased in connection with these alterations. 2
4. The boundary between the Greifswald and Schwerin railroad districts is to be changed so that the Dargun-Malchin-Warcn (Mueritz) line and the railroad lines east of it will belong to the Greifswald railroad headquarters. The Rostock-Stralsund line is to be divided at Ribnitz. The area west of the Beelitz-Heilstaetten-Werder-Wusternmark/Ort line which belongs to the RBD Berlin is to be assigned to the RBD Magdeburg, as is the Dessau railroad junction and the Dessau-Werlitz line which previously belonged to RBD Halle.

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The Zeitz railroad station and the Deuben-Teuchern line are to be assigned to RBD Halle.

The Gera railroad office will be dissolved. The Zeitz-Gera-Weida-Mehltheuer line will be assigned to RBD Dresden.

The boundary between the RBDs Halle and Dresden is to be fixed at the station signal of the Oschatz railroad station on the Leipzig-Riesa line, and in the direction of Falkenberg, at the station signal of the Roederau railroad station. The Grossenhain railroad stations, as well as the lines south of them, will be assigned to the RBD Dresden. The RBA Bautzen will be turned over to RBD Cottbus by RBD Dresden.

The RBAs of the RBDs, for operational reasons, will be organized according to line sections.

5. Deputy Minister of Railroads Kramer was charged with determining the new boundaries of the RBDs and RBAs prior to 1 September 1954 in cooperation with the chiefs of the RBDs.³
6. Deputy Minister of Railroads Kramer, was charged with the formation of a commission to draw up directives pertaining to the reorganization of railroad districts.

Comment. It is believed that a change at that time would result in increased operational difficulties.

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